

ATE 0010Z 31 DEC 64
25X1A

SECRET

1	OITech	9	RB
2	/	10	
3		11	
4	OFA	12	
5	MD	13	
6	CO	14	
7	AD/ST	15	
8	"	16	

FROM
ACTION
INFO :

TOR: 0039Z 31 DEC 64
25X1A

ROUTING	INT
1	
2	
3	
4	
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6	
7	
8	
9	
10	

ROUTINE

IN 65053

INFO

CITE

25X1A
25X1A

OXCAR
25X1A

25X1A 1. FSW NBR 633 DISTRIBUTION THIS MESSAGE LIMITED TO THOSE
WITH ABSOLUTE NEED TO KNOW.

3. ARTICLE 121 MADE GO NBR 158 ON 29 DEC 64. MAX ALT 80M.
MAX MN 3.15, TOGW 120K. DURATION 1:01. PURPOSE, INLET PERFORMANCE.
DURING DECELERATION AT 3.1 MN, 80M AND 335 KEAS HAD AD ON LEFT
ENGINE. PULLED LEFT POWER LEVER TO MILITARY AND THEN BELOW AS LEFT
EGT WENT OVER BOARD AND PEAKED AT 918 DEGREES "C". LEFT EGT WAS
ABOVE 820 DEGREES FOR LESS THAN 40 SECONDS. AD WAS MANUALLY CLEARED.
DUE TO POST FLIGHT FINDINGS THE OVERTEMP WAS FOUND TO BE ACCEPTABLE
SO LEFT ENGINE WILL REMAIN IN ARTICLE.

4. ARTICLE 124 MADE GO NBR 284 ON 30 DEC 64. MAX ALT 42.5M,
MAX MN 1.29, DURATION 2:25, PURPOSE: DRIVER TRAINING. NO ENGINE
PROBLEMS. TOTAL ARTICLE TIME TO DATE IS 489:25.

5. ARTICLE 132 MADE GO NBR 30 ON 30 DEC 64. MAX ALT 75M, MAX

USAF review(s)
completed.

SECRET

GROUP 1
EXCLUDED FROM AUTO-
MATIC DOWNGRADING
AND DECLASSIFICATION

25X1A

IN 650530

S E C R E T

PAGE TWO

NN 2.8, TOGW 116K, DURATION 2:25, PURPOSE: PACKAGE. INLET ROUGHNESS WAS EXPERIENCED AT SPEEDS ABOVE 2.0MN. IN RIGHT TURN, 30 DEGREES BANK POPPED RIGHT SHOCK BUT IT RESTARTED AUTOMATICLY, THEN POPPED ABOUT FOUR MORE TIMES. AFTER SECOND POP THE LEFT SHOCK ALSO POPPED. WHEN SHOCKS POPPED AFTERBURNERS BLEW OUT AND AFTER CLEARING THE POPPED SHOCKS IT TOOK THREE ATTEMPTS TO RELIGHT THE RIGHT A/B. LEFT SIDE LIT ON FIRST ATTEMPT. REACCELERATED TO 2.75 MN, POPPED RIGHT SHOCK AND THIS WAS FOLLOWED BY POPPED SHOCK ON LEFT SIDE. POPPED SHOCK ON RIGHT SIDE WAS CLEARED MANUALLY BUT LEFT CLEARED IN AUTO. THIS TIME AFTERBURNER RELIGHTS WERE NORMAL. MADE AIR TO AIR REFUELING AND THEN CHASE SPOTTED LOOSE FAIRING. DUE TO THIS MISSION WAS ABORTED.

6. ARTICLE 129 IS PRESENTLY ON GO NBR 80, DETAILS ON NEXT FSW.

END OF MESSAGE